Transportation of Dangerous Goods Directorate
L'Esplanade Laurier
300 Laurier Avenue West
Ottawa, Ontario
K1A 0N5

Direction générale du transport des marchandises dangereuses
L'Esplanade Laurier
300, avenue Laurier Ouest
Ottawa (Ontario)
K1A 0N5

Equivalency Certificate
(Approval issued by the competent authority of Canada)

Certificate Number: SU 12999 (Ren. 1)

Certificate Holder: Canadian Association of Petroleum Producers (CAPP)

Mode of Transport: Road, Marine

Effective Date: July 4, 2019

Expiry Date: June 30, 2024

LEGEND

For the purposes of this equivalency certificate, documents referred to by an abbreviation have the following meaning:

TDG Act*: *Transportation of Dangerous Goods Act, 1992

TDG Regulations*: *Transportation of Dangerous Goods Regulations

***CGSB-43.123*:** National Standard of Canada CAN/CGSB-43.123, "*Aerosol containers and gas cartridges for transport of dangerous goods*", published by the Canadian General Standards Board (CGSB), as amended from time to time

CONDITIONS

This equivalency certificate authorizes the members of the Canadian Association of Petroleum Producers to handle, offer for transport or transport and authorizes any person to handle or transport on behalf of the members of the Canadian Association of Petroleum Producers, by road vehicle or by vessel on a domestic voyage, dangerous goods used in oilfield operations in a manner that does not comply with:

- Part 3 of the *TDG Regulations,*
- Part 4 of the *TDG Regulations,*
- subparagraphs 5.10(1)(a)(i) and 5.10(1)d)(i) of the *TDG Regulations,* but only as it relates to clause 8.1.7 of *CGSB-43.123,*
- subsection 5.12(1) of the *TDG Regulations,*

if the following conditions are met:

(a) The dangerous goods are in quantities necessary for use in oilfield operations and are placed in a fully contained transport unit;

Note: *These transport units are sometimes referred to by the oil field industry as a "doghouse", "combo building", "oil rig vehicle", "tool room" or "tool shed". Essentially, these transport units are used to support oilfield operations. The transport units usually consists of a tool room with dangerous goods storage area and crew change area. In addition, some transport units may also have a diesel generator and some may also have an accumulator. An accumulator is a critical oil well safety device that consists of nitrogen cylinders and are considered to be a single unit as a result of being interconnected through a piping arrangement.*

(b) The transport unit shall only contain dangerous goods classified as:

(i) UN1950, AEROSOLS

(ii) Class 2.1, Flammable Gases

(iii) Class 2.2, Non-Flammable, Non-Toxic Gases

(iv) Class 3, Flammable liquids,

(v) Class 6.1, Toxic Substances (subsidiary class only), and

(vi) Class 9, Miscellaneous Products, Substances or Organisms;

(c) The dangerous goods are contained in one or more means of containment that have a capacity less than or equal to 450 liters;

(d) The dangerous goods have a gross mass less than or equal to 500 kg;

(e) Despite condition (d) of this equivalency certificate, the following dangerous goods shall not count towards the 500 kg gross mass limit:

(i) Class 2 gases contained in cylinders that are used for either emergency breathing, fire extinguishers, or cylinders used or that may be used to form an accumulator, and

(ii) UN1202, DIESEL FUEL, contained in a fuel tank used to operate the diesel generator;

(f) If the transport unit has a means of containment that contains UN1202, DIESEL FUEL used to operate a diesel generator in the transport unit, the tank must comply with the requirements from Part 5 of the *TDG Regulations* if it has a capacity exceeding 450 liters;

(g) The dangerous goods are loaded and secured in the transport unit in such a way as to prevent, under normal conditions of transport, damage to the means of containment that could lead to an accidental release of the dangerous goods;

(h) The DANGER placard, as illustrated in the appendix to Part 4 of the *TDG Regulations*, must be displayed on each side and each end of the transport unit;

(i) In addition to the DANGER placard required by condition (h) of this equivalency certificate, the appropriate placard(s) must be displayed on each side and each end of the transport unit when the transport unit contains:

(i) more than 5 cylinders containing either Class 2.1, Flammable Gases, or Class 2.2, Non-Flammable, Non-Toxic Gases, or

(ii) one or more cylinders containing Class 2.1, Flammable Gases with a capacity greater than 46 L.

NOTE: *For example, in addition to the DANGER Placard, the class 2.1 and 2.2 placards would also be displayed if the transport unit contains these six cylinders:*

- *2 cylinders of UN1978, PROPANE, Class 2.1 and*
- *4 cylinders of UN1066, NITROGEN, COMPRESSED, Class 2.2.*

(j) Despite condition (i) of this equivalency certificate, if the transport unit is transported onboard a vessel on a domestic voyage, the transport unit must display the appropriate gas placards on each side and each end of the transport unit for all gases placed in the transport unit regardless of the quantity of cylinders in the transport unit;

(k) The transport unit is durably and legibly marked with "**SU 12999**" in characters that are not less than 32 mm (1-1/4 in) high. At a minimum, the marking need only be placed on one side of the transport unit and must be placed next to the placard(s) required by condition (h) of this equivalency certificate;

(l) The dangerous goods are accompanied by a permanent transport document that includes the following information:

(i) The name and address of the owner of the transport unit;

(ii) 24-hour number at which the owner of the transport unit can be reached immediately for technical information about the dangerous goods in transport, without breaking the telephone connection made by the caller;

Note: *The telephone number of a person who is not the owner of the transport unit, such as CANUTEC, but who is competent to give the technical information, in English or in French, may be used. However, to use CANUTEC's telephone number, the transport unit owner must receive permission, in writing, from CANUTEC.*

(iii) The Equivalency certificate number "**SU 12999 (Ren. 1)**";

(iv) The dangerous goods description in the following order:

1. UN number,
2. Shipping name,
3. Primary class and if applicable the subsidiary class,
4. The capacity of each individual means of containment,
5. Maximum possible number of containers that could be present in the transport unit, and
6. Maximum possible total quantity of dangerous goods that could be present in the transport unit;

Note: *Appendix A contains a template that can be used as a guide when drafting a permanent transport document. Please note that this permanent transport document does not need to be updated if a particular UN number is not present in the transport unit or if the quantity of dangerous goods changes.*

(m) In addition to the requirements of Part 6 (Training) of the *TDG Regulations,* the members of the Canadian Association of Petroleum Producers ensure that the personnel handling, offering for transport or transporting the dangerous goods are trained in regards to the conditions of this equivalency certificate;

(n) The Canadian Association of Petroleum Producers ensures that a paper or electronic copy of this equivalency certificate is provided to all its members;

(o) A current proof of membership with the Canadian Association of Petroleum Producers must be readily available upon request; and

(p) A paper or electronic copy of this equivalency certificate accompanies the dangerous goods in the transport unit during transport and must be provided to an inspector or a peace officer immediately upon request.

Note 1: Subsection 31(4) of the *TDG Act* stipulates that any non-compliance with the conditions of this equivalency certificate causes the provisions of the Act and Regulations to apply as though this equivalency certificate did not exist.

Note 2: Any other requirement of the *TDG Regulations* applies.

Signature of Issuing Authority

David Lamarche, P. Eng., ing.
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(*The following Explanatory Note is for information purposes only and is not part of this certificate.)*

Explanatory Note

This equivalency certificate authorizes the transport, by road vehicle or by vessel on a domestic voyage, dangerous goods used in oilfield operations in a manner that does not comply with:

- Part 3 of the *TDG Regulations,*
- Part 4 of the *TDG Regulations,*
- subparagraphs 5.10(1)(a)(i) and 5.10(1)(d)(i) of the *TDG Regulations,* but only as it relates to clause 8.1.7 of *CGSB-43.123,*
- subsection 5.12(1) of the *TDG Regulations*.

These fully contained transport units are sometimes referred to by the oil field industry as a *"doghouse", "combo building", "oil rig vehicle", "tool room" or "tool sheds"*. Essentially, these transport units are used to support oilfield operations. The transport units usually consists of a tool room with dangerous goods storage area and crew change area. In addition, some transport units may also have a diesel generator and some may also have an accumulator. An accumulator is a critical well safety device consisting of nitrogen cylinders that are a single unit as a result of being interconnected through a piping arrangement.

The dangerous goods in the transport units are used on site. When the transport unit is transported to a new site, partial quantities of dangerous goods remain inside. This makes it difficult to accurately document the remaining dangerous goods in the transport unit.

The current list of the members of the Canadian Association of Petroleum Producers is available at the following website:

http://www.capp.ca/about-us/membership

Legend for Certificate Number

SH - Road, SR - Rail, SA - Air, SM - Marine
SU - More than one Mode of Transport
Ren - Renewal

Appendix A

1. This template can be used as a guide when drafting a permanent transport document.

PERMANENT TRANSPORT DOCUMENT **List of Potential Dangerous Goods Onboard the Transport Unit**	
Name of Transport Unit owner: Address:	Equivalency Certificate #: 24-Hour Number:

NOTE: ***This transport unit may contain varying quantities of the dangerous goods listed below. This transport document represents a worse case scenario and it's possible that certain dangerous goods listed below may not be present in this transport unit.***

UN Number	Shipping name (If applicable, Technical Name)	Primary Class	Subsidiary Class	Packing Group	Container size	Maximum Possible Number of packages	Maximum PossibleTotal Quantity (kg, L, or articles)